RAILROAD RATES.

An Important Bill on the Subject Introduced in the Senate.

THE LAW'S SUPREMACY ASSERTED

Iron-Clad Provisions Against Unjust

Discriminations in Rates. PROVISIONS AGAINST ACCIDENTS.

The Companies to be Held to a Rigid Accountability.

Senator Clarke, from the railroad com mittee, yesterday introduced a bill in the state senate the provisions of which are as

To provide for the better regulation of ailroads and to establish a board of railway commissioners, to prescribe their ities and powers and to further prescribe the duties and powers of the railpad commissioner and for the regulation of telegraph and sleeping car companies and other like companies doing business

Section 1 provides for the creation of a mmission to be styled the "Board of Railway Commissioners," which shall consist of the governor, auditor and railroad

Section 2 requires the board to convene at least once a month, and the railway ommissioner may convene the board oftener when business of importance requires; a majority of the board may decide all questions, and a majority shall constiproceedings, and a report is to be made to the legislature as a part of the railroad commissioners' report.
Section 3 forbids the railroad com-

missioner or any member of the board and the secretary of the railroad commissioner from performing any service for any railroad company chartered or doing business in this state, or receiving any discount, reward or present from such corporations. Section 4 authorizes the board to em-

Section 5 forbids railroads to do business until the railroad commissioner pro-nounces it properly constructed and safe. Section 6 requires to be filed in the office of the railroad commissioner within one year after the completion of such road a profile with tables of grades, curves and other characteristics, certified by the president and engineer.

Section 7 requires railway companies within one year of the passage of this act to file a map and profile of their line and branches, the same to be certified by the president and engineer, and requires any anges to be reported in like manner.

on 8 makes it the duty of the railroad commissioner to have the general vision of all railroads in the state; he shall examine such roads and keep him-self informed of their condition and the manner of operating the same with reference to the security and accommodation of the public; see that they comply with the laws of the state and the conditions of their charters; shall have access to all their books and papers; shall investigate the cause of accidents resulting in loss of life r personal injury and report the same to the governor; shall receive and consider all complaints made as to violations of the by any railroad corporation, and if the facts warrant he shall use his influence to adjust the same between the parties, and if he fails to do prepare an official railway map of the

gives the railroad missioner a clerk with a salary of \$1,000 and defines his duties.

Section 10 requires every railroad corporation doing business in the state, at all times upon request to furnish the commissioner any information concerning the condition, management and operation of such road, copies of all time-tables and rates for transporting freight and passen- all the telegraph companies doing busigers, and requires all charges to be filed in

Section 11 punishes a president or other officer by a fine of not less than \$500 for neglect or refusal to furnish a report at the time required by law or required by the | complaints as to negligence or non-perrailroad commissioner and \$500 for every thirty days thereafter that he so refuses.

amend the same or give a satisfactory rea-Section 13 makes it the duty of

elevator and warehouse men to make a report under oath to the railroad comissioner of the amount and grade of grain received or shipped. Also requires owners of cattle yards to report under oath, and shall have power to examine the officers prescribes a penalty of \$50 for neglect or and employes of such companies under refusal so to do. Section 14 authorizes railroad cor-

porations to fix fares, tolls and charges, but ion by the legislatures or officers which it may designate.

Section 15 anthorizes railroads to make contracts for transportation of passengers, and legalizes limited tickets where the terms of limitation are plainly printed Section 16 requires railroads to give passengers checks for baggage.

Section 17 requires railroad cor-porations to give shipping receipt and punishes a refusal with a fine of \$50. Section 18 requires companies to promptly forward merchandise.

Section 19 requires railroad corporations to give all persons reasonable and equal terms and facilities.

Section 20 forbids a company charg-

ing a greater rate for a less distance hauled. Section provides that when ever

the board of railway commissioners to mean all companies, lessees, contract-are satisfied that any railway corporation ors, persons or association of persons is failing to comply with the terms of its charter or the laws of the state in respect this state, to rates for freight and passengers, the Section 53 authorizes the railroad comto rates for freight and passengers, the railroad commissioner shall point out the excess, and in case of refusal or neglect, to remedy the evil. The board of commissioners shall make arbitrary rates for such company, and said schedule shall be accepted in all courts as the maximum rates such road is allowed to charge. The board shall, when circumstances demand, revise such schedules, notice of same being given by publication; provided the rates so fixed shall not be reduced so low as to produce less than 15 per cent. per annum

upon the capital actually paid in. Section 21 provides that a railroad corporation charging mort than fair and reasonable rates shall be deemed guilty of extortion. It also prohibits all forms of discrimination, either by rebates, drawbacks, or other shift or evasions, the fact that the same is made firm and to competing points not accepted as a justification provided that nothing in this section shall be construed to prevent the issuing of commutation, excursion or thousand-mile

Section 25 simply states the rules of

practice in such trials.

plain to the board, which may, if satisfied gross earnings, such taxes to be in lieu of the complaint is well founded, cause suit all taxes, state or local, and to be paid into to be instituted against the offending corporation:

Section 27 allows the board counsel to is stated on the record.

of the act shall apply to employes and agents as well as to the corporation itself, when due, by distress and sale of any such employe or agent being made perproperty belonging to delinquents in the sonally responsible to the person aggrieved, and to the same extent as the corporation litsef.

Section 30 provides that railroads thall receive and transport grain in bulk without distinction, discrimination or favor, and it shall permit any person de-siring to build an elevator or warehouse, with the same privileges accorded any other person, with suitable track connections, and in case of disagreement be tween the person and corporation, the board shall hear and decide.

Section 31 provides that all contracts, agreements, pooling arrangements, etc., between companies, shall be submitted to the board for inspection, which may if considered in th approve the same public interest; and the board may make rules and regulations governing such con-tracts and pools, and all such contracts and pools not approved by the board shall be deemed and held illegal and void.

Section 32 requires reasonable accom modations and conveniences and provisions for the safety of passengers, and punishes neglect by fine of not less than \$5 nor more than \$20.

Section 33 forbids the employment of color-blind persons.

Section 34 punishes persons who throw or shoot a missile at a locomotive or railway or street car, or at a person on a car, or in any way assaults or interferes with a conductor, engineer or brakeman, with a fine of not more than \$100, or imprisonment in the county jail or reform school of not more than one year, and authorizes tute a quorum. A record is to be kept of the arrest of such person without a warrant.

Section 35 requires locomotives to have a bell and steam whistle, and requires signals to be made at crossings.

Section 36 makes it unlawful to start a train without first ringing the bell. Section 37 requires an axe, hand saw, sledge hammer and two leather buckets to be kept in each car.

Section 38 punishes engineers, conductors, train dispatcher, or other officer or Section 4 authorizes the board to chaploy a secretary, defines his duties and fixes his compensation at \$1,500 per animal manual sughter in the third degree, and manual sughter in the third degree, and the injury is received, by imprisonwhere other injury is received, by imprisonment in the state prison not exceeding five years or in the county jail not more than one year.

Section 39 punishes injury to baggage by damages to the amount of injury, and fine of \$100, and imprisonment in the county jail until such fine is paid.

Section 40 makes it a misdemeanor for a railroad employe to be intoxicated while on a train, punishable by a fine of \$50. Section 41 relates to the abuse of animals while being transported, and punishes cruelty by a fine of not less than \$500.

Section 42 requires railroad corpora-tions in case of accident to give immediate notice, where personal injury is the result, to some physician for medical service, and it shall also give notice to the railroad commissioner who shall make an investigation.

Section 43 punishes a negligent employe where personal injury is the result, with imprisonment not exceeding twelve months or a fine of \$1,000.

Section 44 relieves railroad companies of responsibility for injuries received by passengers while on the platform of a car, or any wood, freight or baggage car in violation of printed regulations. Section 45 requires conductors, baggage

masters and brakemen to wear a badge. Section 46 requires the president or chief officer of telegraph companies to this report the facts to the governor. make a report of the business done to the Makes it the duty of the commissioner to railroad commissioner, on such blanks as said commissioner may direct, on or bestate which shall accompany his annual for the 1st day of September in each year, which must be under oath, which report shall contain a statement of stock, indebtedness, gross earnings, and a full statement of its financial condition. Refusal or neglect to make such report is punishable by a fine of \$500, and a like penalty for every thirty days of such neglect or refusal.
Section 47 gives the railroad

commissioner the general supervision of ness in the state, and requires him to examine the same as to the manner in which they are operated with reference to the accommodation of the public. And said commissioner shall receive and hear all formance of duty, and shall use such efforts as he shall deem proper to correct Section 12 requires corporations, the same. Requires the railroad commis-when their reports are unsatisfactory, to sioner, each year, to make a report to the governor, containing such facts as will disclose to the legislature the methods of the telegraph system of the state, and such suggestions as he may deem appropriate. And the railroad commissioner shall have the power to examine the books, records and papers of telegraph companies, and

Section 48 requires telegraph companies to keep an office at some desigthey shall at all times be subject to ravis- nated place in the state where its books, accounts and other papers shall be kept and in keeping such accounts the actual gross earnings of such company within

the limits of the state shall be shown. Section 49 requires the president or manager or other officer of all railroads to make to the railroad commissioner annually on the 30th day of June a state ment showing the number of sleeping cars not owned by such road but used by its railway in this state, and shall report the number of all other cars belonging to transportation companies, express companies or persons not owning or operating a railroad. Such reports shall be made under such rules and on such blanks as may be prescribed by the railroad com-

Section 52 defines the words "corporation" and "railroad" or "railway" as used owning, operating or using any railroad in

missoner and board of commissioners, with experts or agents, to pass free over all | He was a liberal. the roads of the state.

Section 54 requires the attorney general to give his opinion, whenever requested | cent. and closed at 1361/2. by the commissioners, on any legal matter coming under consideration.

Section 55 requires all the moneys arising from suits against railroad or telegraph companies to be paid into the state treasury for the benefit of the school fund.

Section 56 reserves the rights of the state as asserted or reserved in any of the porte. Germany advised the sultan previous statute. Section 57 authorizes suit to

brought in the name of the state for all penalties incurred under the act, and provides that when the sum is under \$100. suit may be brought before a justice of the fully subscribed.

Section 50 requires the railway and express companies to make an annual report to the railroad commissioner, fixing June 30 as the end of the fiscal year, and peace, with or without Bolivia, provided the authorizes the railway commissioner to certify to the board of Section 26 provides that persons or corporations aggrieved on account of a violation of the provisions of the act, may comata a tax not exceeding 2 per cent. on their letter direct to Montero.

the state treasury.

Section 51 defines the date at which such taxes shall be payable as the 1st day of assist in conducting prosecutions.

Section 28 prohibits the dismissal of and requires the auditor to make his draft prosecutions unless the reason therefor on the companies or persons on that date, and place the taxes in the hands of the Section 29 declares that the provisions treasurer, and authorizes the treasurer ame manner as required of county treasurers in like cases, by the statutes requesting the collection of taxes on personal roperty, and the record of the state poard of equalization shall be sufficient warrant therefor. Whenever returns are not made, for any cause, the board of railway commissioners are authorized to esti

FOREIGN NOTES.

FRANCE.

Paris, Jan. 25 .- It is reported that De-Freycinet and Wilson will form a new

Paris, Jan. 25 .- The magistrate conductng the inquiry in the case of Prince Napoleon, states that sufficient cause is not hown for further proceeding.

London, Jan. 25 .- Eugenie told reporter that she had neither seen nor written to Prince Napoleon, nor attempted to do so. Had no communication with the French government, and no hint of her departure was necessary. She returned to London, having accomplished the object of her journey, which was one of family sympathy with Princess Mathilde.

Paris, Jan. 25 .- The ministers to-day had another conference with a committee of the chamber of deputies on bills against the pretenders, and in reply to various questions they promised to consider any decision which the committee may come After the departure of the ministers the committee adopted proposition excluding from French territory, Algeria and the colonies

all members of families having reigned in France, depriving them of political rights as citizens, declaring them ineligible to any office, and preventing them from beto the army. The longing resolution her provides that transgressors of the proposed law should be amenable to correction at their tribunals and liable

to one to five years' imprisonment, after which they shall be again expelled. The discussion revealed wide divergencies of views of the ministry and of the committee. M. Pronst inquired whether the ministry would use permissive powers, if granted. The only answer he elicited was that they would examine the matter. Fallieres, minister of the interior, declared that no danger existed threatening the republic, although ome troublesome desires existed, but they had no chance of realization. No conspiracy, he thought, considering the general eeling of the nation, could become formidable. The rumor which has gained currency, that the charge against Prince Jerome had been dismissed, having been contradicted, it has been formally an-nounced from Frohsdorf that Count de Chambord has no idea of issuing a manifesto under the present circumstances.

AUSTRIA.

TRIESTE, Jan. 25 .- A new Irredentist club, the "Overdank club," having issued a paper of an insulting nature, the police v sited the houses of members and arrested several of them.

The burgomaster of Versa, who arrested Overdank and associates, is constantly reseiving threatening letters. He intends to dispose of his property and leave the neighborhood.

VIENNA, Jan. 25-The emperor to-day granted a private audience to De Giers, Russian foreign minister. De Giers was received with great distinction, and the interview lasted half an hour. The papal nuncio subsequently visited De Giers.

MADRID, Jan. 25 .- The Marquis de Sardoal, recently appointed first vice president of the chamber of deputies, replying to a toast, said: "We believe monarchy and democracy compatible. Monarchy daily becomes more respected. I drink to the liberty of the press, to democracy and to king Alfonso." The remarks were greeted with cheers.

GERMANY.

Berlin, Jan. 25 .- The court festivities were abandoned in consequence of the recent death of Prince Charles, but the streets are decorated to-day in honor of Aiken, the Crown Prince Frederick William. The Armfield, Atkins, crown prince and Princess Victoria rereived numerous visits of congratulation, ncluding those of the emperor and emress, who were enthusiastically received y large crowds.

BERLIN, Jan. 25 .- The president of the eichstag announced that he had received | Bl 42,000 marks from New York brewers and hop and malt dealers, for the relief of suf-

GREAT BRITAIN.

London, Jan. 25 .- A gunboat has gone to Innis, Murray Island, Ireland, with provisions for the inhabitants, reported tarving.

Dublin, Jan. 25 .- Healy refuses to give

ail, and will go to prison. London, Jan. 25 .- Joseph Cowen, radical member of parliament, telegraphed Davitt: If you or Healy desire to give bail, I

will become your bondsman." LONDON, Jan. 25 .- The Times, commenting on the parliamentary action at Mallow, Ireland, where O'Brien, editor of inited Ireland, defeated the government candidate, says: "This demonstration of the prevailing opinion at Mallow, which is not likely to be more violent than the opinion in the surrounding districts, can only be interpreted as a defiance of the government and all English parties.

Lord Greville is dead, aged sixty-two. On the stock exchange to-day Mexican railway, limited, ordinary, rose 5 per

A Cairo dispatch says the porte sent a circular note to the powers pointing out that the English note concerning Egypt is at variance with Turkish admitted rights over the latter country. The porte also requested Turkish ministers abroad to call attention to the absolute necessity of the strict observance of the sovereign rights to accept the English proposals as in the interest of Turkey itself. The Brazilian loan of £4,000,000 at 41%

per cent, put upon the market by the Rothschilds at 89, has been more than

CAJAMARCA, Peru, Jan. 25-The assembly passed a resolution to treat for immediate republic regain its independence and is equalization such not stripped of all resource of regenera-

SOUTH AMERICA.

SHIPS AND CIGARS.

THE HOUSE PASSES THE NAVAL AP-PROPRIATION BILL.

And Refuses to Instruct the Committee to frequent in Massachusetts. Consider the Tax on Tobacco and Cigars -The Rest of the Day Spent in Eulo-

It has been decided in a Cleveland, Ohio court, that it is not libelous to call a man a gies of Senator Hill. nasher. Senate. States army in 1830, displacing the old

poisoning.

Washington, Jan. 25 .- To-day having been set apart for services in honor of the Proctor Knott is confident of being late Senator Hill, of Georgia, on the moominated for governor of Kentacky. But tion of Mr. Brown immediately after the reading of the journal, remarks eulogistic of the deceased were begun.

he is meeting stout opposition. It is stated that one vessel was lost every At the conclusion thereof the senate adfour hours during the past year. Such journed, and the Republicans resumed statements are probably not very reliable their caucus on the tariff.

Washington, Jan. 25 .- In the house, the naval bill came up as the regular order with pending amendments recommended by the committee of the whole. The first amendment providing that chiefs of bureaus shall receive no additional pay by reason of holding such positions was re-

The next amendment being that for the payment of Asa Weeks, \$50,000 for the use a keener blade, and fills the bloody basket of his invention in torpedoes. Agreed to

Mr. Kelly, of Pennsylvania, moved to go into a committee of the whole on the Mr. Butterworth, of Ohio, raised a ques

tion of consideration stating that his purpose was to call up the bonded warehouse bill which was on the speaker's table. Mr. Kelly's motion was agreed to and at 12:20 the house went into committe of the whole, Mr. Burrows, of Michigan, in the

chair, on the revenue bills. Mr. Kelly called up the tariff bill, but Mr. Carlisle made a point of order that the revenue bills must be taken up in their order on the calendar. Sustained.

The first bill was to admit free of duty a the murderous, thisving desperadoes connonument to George Washington. tinue the use of the slungshot and sandbag Mr. Kelly objected to its consideration. with almost uninterrupted brutality. and the objection was sustained by the

A similar objection was taken upon all bills, including that to abolish the internal tax on tobacco, snuff, eigars and eigarettes. The committee then reached the tariff bill, and was addressed by Mr. Kelly, chairman of the ways and means com mittee. At the conclusion of Mr. Kelly's speech, which was brief, the committee rcse, public business was postponed and the house proceeded to eulogize Senator Hill.

Touching and eloquent addresses were made by Mr. Hammond, of Georgia, Mr. the first shoe ever pegged by a machine, House of Tennessee, Mr. Hooker, Missis with a letter from the inventor and patensippi, and Mr. Cox, of New York, after tee, and the original patent, signed by which the house adjourned out of respect to the memory of Senator Hill.

The following is the vote on the ques-Attorney General Taney. tion of whether the house should direct the red his 150 hives to Florida, that his bees may keep busy all the winter in the land

TOTE OF WITCHT	or eno monde an	
ommittee of the whole to consider the to-		
acco tax bill:		
	NAYS.	
ldrich,	Haskell,	Ranney,
nderson,	Hazelton,	Ray.
therion,	Hellman,	Reed,
Barr,	Henderson,	Rice, Ohio.
Вауле,	Henbarn,	Rice, Mass.
Bedford,	Hill,	Rich.
Bisbee,	Hiscock,	Richardson, NY
Bland.	Hitt.	Ritchie,
Blount,	Holman,	Robbin,
Bowmae,	Horr,	Robinson, Mass.
Bragg,	Honk,	Robinson, Ohio,
Grewer,	Hampbrey,	Russell,
	Jacobs,	Ryan,
Briggs,	Judson,	Scrauton,
Growne,		Shallenberger,
Suck,	Jones, Ark.,	Sherwin,
Barcows, Mo.,	Jones, N. J.,	Shultz,
Berrows, Mich.		Skinner.
Butter worlb,	Kasson,	Smulls,
all-ins,	Kelley,	
ampbell,	Ketcham,	Smith, Pa.,
chandler,	Lacy,	Smith, Ill.,
annoo,	Ladd,	Smith, N. Y.,
aswell,	Lewis,	Spaulding,
a penior,	Lindsey,	Spooner,
hance,	Lord,	Steele,
obb,	Lynch,	Stockslager,
rapo,	MacKey,	Stone,
ullen,	Marsh,	Strait, H. B.,
Call,	Matson,	Taylor, Ohio.,
Davis, Ill.,	McClure,	Thomas,
lawen,	McCord,	Thompson, Ia.,
eering,	McKeinley,	Townsend, Ohio,
e Motte,	McLaren, Mo.,	Turner, Ga.,
euster,	Miles,	Updegraff,
inglee,	Miller,	Valentine,
oxey,	Moore,	Van Aernam,
wight,	Morse,	Van Horn,
rreit,	Murch,	Wadsworth,
arwell, 111.,	Neal,	Wait.
arwell, Iowa,	Norcross,	Walker,
eddes,	O'Neill,	Ward, Va.,
eorge,	Page,	Ward,
ourge,	200,	777 11

Goodschalk, Washburn. Grant, Guenther, Hall, Payson, Peele, Webber. West, Williams, Wis. Hammond, N.Y. Pettibone. Hardenberg, Harmen, Prescott. YEAS. Ermentrant, Physter, Randall, Reagan, Barbour. Ford. Beltzhoover. Garrison, Richardson, S. Gunter, osecrans, Shelley, Hatch, Herbert, Singleton, Miss Caldwell. Hewitt, Ala., Sparks, Carlisle, Chapman, House, Jones, Tex-Talbott, Clements, Tucker, Turner, Ky. Upson, Cox. N. Y. Vance, Kenna, Warner, Lefevre, Manning, Covington, Cravens. McKenzie, McMillan, Welbern.

Wheeler, White, Davis, Mo. Morey, Morrison, Whitthorne. Dowd. Wise,-100. Muldrow, Mutchler. Oates, The Republicans in the Indiana legisla-

ture are strongly in favor of submitting the prohibition and woman suffrage amendments to the people. It is expected that enough Democrats will vote with them to carry the measures.

Hop Bitters are the Purest and Best Bitters Fyer Made. They are compounded from Hops, Malt, Bu

American fiction than James or Howells. chu, Mandrake and Dandelion—the oldest and best, and most valuable medicines in the world Mrs. Burnett and Mr. Cable are also warmly praised. and contain all the best and most curative prop-An anti-vaccination society has been erties of all other remedies, being the greatest Blood Purifier, Liver Regulator and Life and formed at Cape Town, Africa, where the Health Restoring Agent on earth. No disease or ill health can possibly long exist where these Bitters are used, so varied and perfect are their negroes are bitterly opposed to vaccination. The population of the town is about 40,000 people, and during the last two perations.

They give new life and vigor to the aged and months 9,000 of them have been afflicted

infirm. To all whose employments cause irregu-larity of the bowels or urinary organs, or who require an Apetizer, Tonic and mild Stimulant, Hop Bitters are invaluable, being highly curaive, tonic and stimulating, without intoxicat No matter what your feelings or sympto

No matter what your feelings or symptoms are, what the disease orailment is, use Hop Bitters. Don't wait until you are sick, but if you only feel bad or miserable, use Hop Bitters at once. It may save your life. Hundreds have been saved by so doing. \$590 will be paid for a case they will not cure or help.

Do not suffer or let your friends suffer, but use and urge them to use Hop Bitters.

Remember, Hop Bitters is no vile, drugged, drunken nostrum. but the Purest and Best one of them the governor general is told that he is not paid \$50,000 a year for traveling in the United States, and other undignified remarks are made. A Montreal journal publishes a letter which asks, "How drunken nostrum, but the Purest and Best Medicine ever made; the "Invalid's Friend and Hope," and no person or family should be with out them. Try the Bitters to-day.

GLOBELETS.

The number of homicides in Chicago in

1882 is stated at fifty-four, and yet only

one man-slayer was found deserving of the

A Cincinnati man recently dreamed that

he was dead and in hell. Upon waking he

said he felt perfectly at home there, and

At a recent execution in Japan, thirteen

strokes of a sword were found necessary

to decapitation. President Arthur wields

Taking the hint from the recent news

paper consolidation, an unscrupulous In-

dianapolis paper says: "A general con-

solidation in Cincinnati would be well

It is nearly sixty years since kerosepe

Chicago has 444 policemen, but that

large force seem tos be generally incon-

veniently absent when most needed, and

Talmage says no less than twenty-two

reputable ministers can be convicted of

stealing his sermons, and the Boston Post

remarks that it is surprised to hear that

there are so many fools in the profession.

\$21,000,000. Instead it had one of \$55,-

000,000, and with iittle border wars cost-

regular army charge, this is likely to go

The Essex institute, Salem, Mass., has

A Missouri bee raiser has just transfer-

of flowers; and on the Mississippi there are

bee boats that carry hives up and down

that river to keep pace with blooming of

The Detroit Free Press says that the feel-

rapidly in that city, and that in all proba-

protest, indignate, and petition the mayor

The Rev. Dr. Hicks, of Washington city,

who furnished spiritual consolation to

Guiteau in his last hours, is still holding

on to the assassin's skeleton and is de-

manding \$2,000 from the Government

Medical museum for the same. He should

It is reported that a new organization

called "The Three Drinks a Day League,"

has been formed among the department

clerks in Washington. Any member who

takes more than three drinks per day is

fined \$5. As far as known, there is

nothing to forbid three fingers to a drink.

puting about the weather, and unless thay

soon come to an agreement, that necessary

and indispensable article will get inconve-

niently mixed, if, indeed, we have any

weather at all. Science is a great thing,

and has a great many fools for its vota-

A weapon found on a Philadelphia bur

in diameter and fifteen in length, filled

with sand, and having a wooden handle.

A blow with it would not break the skin

like a club, but would be stunning in its,

effect, while the stroke would make no

Since 1822, Boston has had but two city

clerks, Samuel F. McCleary from 1822 to

1852, and Mr. McCleary's son, who succeed-

ed him, and has held the place to this date.

The Democrats now propose to replace Mr.

McCleary by some one who will vote Dem-

Ten years ago, George A. Gordon, nine

in Maine to learn a trade in Boston. Some-

An advertisement in a recent issue of

be explicit in matters of this kind. Noth-

ing could be more heartless than to adver-

tise for boys indiscriminately, and then

have, perhaps, fifteen or eight dead ones

apply for the position only to be dis-

Mr. James and Mr. Howells, the nov-

elists, are treated severely in the forth-

It attempts to prove that such writers as

Fennimore Cooper, Charles Brockden

with small-pox, and 2,400 have died from

that disease. It will take a good deal of

anti-vaccination literature to confute such

Canadian papers enjoy a great deal of

an argument as this.

noise.

Boston.

is hinted, does not.

glar consisted of a canvas bag three inche

Vennor and Wiggins and Hazen are dis-

be permitted to keep the precious relic.

to refuse a license to the show.

with great celerity "officially."

received by the human family.

was sorry to leave.

rock oil."

on indefinitely.

the flowers.

Gambetta, like Garfield, died from blood There is but one paper in Georgia issued every day in the week. Miraculous prayer-cures are becoming

OFFICIAL.

Sr. Paul, Jan. 2, 1883.

Percussion arms were used in the United To the Board of Public Works and Common Council: GENTLEMEN: I have the honor to herewith present my report for the year ending December 31, 1882:

The past year has been one of unusual activity in every department under my charge. Improvements have been made of all kinds, and in every part of the city, and it has taxed the resourses of the office to the utmost to keep pace with your requisitions. While the amount of work is about double that of any previous year I believe that the quality of the work has een good, and that it has been done in accordance with the plans and specifications. This is due, in a great measure, to the igid system of inspection of work and naterial which it has been my effort to establish and enforce, for I believe that to prepare plans and specifications for public orks and not to provide for their being carried out is simply to offer a premium for bad work and dishonesty, and would

oon result in driving honest contractors from the field of competition.

As a general rule the contracts have been finished closely to the contract time. When from neglect on the part of the contractor the contract time has been exceeded the cost of engineering und inspection for this time has been deducted from the contract price, The season has been a favorwas first used for lighting purposes. It able one for contract work, extending to was first thought to have medicinal proper- the latter part of November, when all work ties and was hawked about as such, to be was suspended except on sandrock sewers. taken internally, under some such name as The streets at the close of the season's work were left in better condition than ever before.

OFFICE WORK. The large amount of office work that has passed through my hands has been under the direct supervision of Mr. W. A. Somers, assistant city engineer. It would re quire a personal inspection to understand the amount of this work, and the labor re-quired. There have been received from the board of public works 240 orders, and from the city council direct 80 orders requiring reports, plans, specifications, maps and profiles, besides a large amount Russia expected in 1881 a deficit of of miscellaneous work for assessments, city attorney, records and house number-

Three hundred and seventy-five estiing \$80,000,000 a year in addition to the mates have been made and allowed for ontract work. Thirty-eight street opening plans have been sent to the Board of Public Works. One hundred and nine preliminary esti-

mates have been made. Forty-four and one-half miles of levels have been run. Andrew Jackson, Secretary Livingston and

Sixty-six contracts have been let. The total area now embraced within the city limits is about twenty square miles—12,300 acres, the quarter part of which is laid out into additions. These additions and subdivisions now number 334, of which eighty-two were recorded during the past year.

The total number of streets in the city is 365. I find several with duplicate names, and in a few instances two names for ing against the play supposed to depict the the same street in the different additions. deeds of the James outlaws is growing The total length of these streets is 365 miles, of which fort were added during the year. which forty-six miles bility a public meeting will be called to The total length of improved streets

> which eighteen and a half were finished this year. Total number of lots now platted, 45,000 (approximately); of these 7,990 were recor-led this year.

Exhibit No. 7 gives a list of the employes of the office during the year, and the amount paid each, giving a total of \$13,-280.92.

Exhibit No. 8 contains a list of the ineach, at the rate of \$3 per day, amounting the cheaper pavement in the end on in all to \$6,046.63.

STREET CONTRACTS. There have been forty-nine contracts in progress for street improvements during e year, the cost of the finished work mounting to \$253,643.82, and requiring in onseruction 1,266 cubic yards of masonry, 24,603 square yards of cedar block paving 14.809 square yards of limestone gutters, at an average cost of about \$1.25 per square yard; 23,437 linear feet of stone curbing, 58,560 square yards of macadam. 188,700 feet board measure lumber, and the moving of 655,150 cubic yards of earth-

work. The cost of engineering for this amount of work has been \$3,246.02, or one and a uarter per cent. of the total cost.

The cost of inspection has been \$2,423, or one per cent. of the total cost. The work has been under the supervision

exhibit No. 1. A majority of these improvements were grading contracts. The streets were put to he established grade, the best material found on the street being used for surfac-

Ashland, Beaumont, Concord, Kent, Fauocratic every time, which Mr. McCleary, it quier, Grand, University, etc., were of this lass. The cost of the work varied from fifteen to thirty-five cents per cubic yard, according to the nature of the material, length of haul, and quantity of work. The teen years of age, went from a little time how or other he was induced to take to the average price paid was about twenty cents ministry, studied, and in 1875 graduated per cubic yard.

and began to preach. He has just accepted an \$8,000-a-year-and-house-rent call from the famous Old South church, of Tilton, Lafayette avenue, Westminster, and Sixth streets are examples.

The surface of these streets was finished with one foot of gravel, which makes an the Sun said: "An errand boy wanted.
Only a live boy need apply." It is well to difficulty of obtaining good gravel in sufficient quantity within a reasonable haul of the streets where it could be best used, limit this class of work to a few localities. The cost of the gravel surfacing has been about twenty-five cents per square yard.

A third class would comprise the streets

where a macadam surfacing has been tried. Some of the streets, where the traffic was light, the roadway was finished with six inches of limerock, broken into pieces two coming number of the London Quarterly inches in diameter, and covered with an inch of gravel or loam. Forbes street and Goodrich avenue are examples of this class Brown, and James Kirke Paulding have a of work. The cost was about seventy-five far better claim to rank as the founders of cents per square yard.

Ninth street, from Broadway to Jackson,

is one of the best constructed of the macadam streets. It has a Telford foundation of stones set on edge, eight inches in depth, covered with four inches of broken limestone and surfaced with two inches of gravel. The cost was one dollar and twenty ents (\$1.20) per square yard.

The street is also finished with a Kasota stone curb five inches in thickness and eigheen inches in depth and with stone gutters. Fort street was by far the most important contract of this class, being about 21/2 miles in length, and costing \$51,000. The work was under the supervision of Mr. J. Brunton, assistant engineer.
From the Seven corners to Western ave-

the liberty inherent to American soil. In nue the street is finished with Kasota stone curbs and limestone gutters nine inches in debth. The roadway is constructed with a foundation of rubble stone well sledged and consolidated by a fifteen steam road roller. On this founlong are we to remain a second-hand peo-ple?" And the Quebec Chronicle replies ken limestone, is placed to a depth of three unfeelingly, "Perhaps a couple of years inches when rolled, upon this a top layer file in the sewerage department.

(both were used) broken to two inches in diameter and covered with a binding material of the trap rock screenings or sharp sand, then well watered and rolled with

the road roller. The cost was \$1.25 per square yard.

From Western avenue to the city limits a rubble foundation was put down in the same manner as before and covered with four inches of broken limerock two inches in diameter, and a binding material of the screenings or sharp sand. No curb or gutters were put on this section, and beyond Randolph street the roadway was reduced to twenty feet, as the property could not stand a large assessment and the work had to be cut down to the minimum cost. A little more work remains to be done, but when the Street Railway company have paved their tracks it will prove one of the best streets for driving in the city. The cost of this section was one dollar per quare yard.

The utility of the steam road roller has been practically demonstrated on this work and will in the future, prove of great value, not only for 'use on macadam roads, but also in consolidating the foundation of our paved streets.

The relative cost of the various kinds of curbing that have been used during the

year are about as follows: Six inch limestone set in position 18 inches in depth, 40 cents per lin. ft. Five inch Kasota stone set in position 18

inches in depth, 70 cents per lin. ft. Five inch granite set in position 18 inches in depth, \$1.00 per lin. ft. Seven inch granite set in position 18 inches in depth, \$1.25. per lin. ft.

These prices would be somewhat reduced when the contract was for a large amount. From my own observation I believe that a five inch granite curb similar to that laid on Tenth street best meets the present wants of the city, and will be the cheapest in the end. The importance of a permanent curb cannot be overestimated

as fixing the line and grade and definitely locating the position of catch basins, lamp posts, hydrants, hitching posts and telegraph poles. Specimens of the quarries at Sioux Falls of what is known as the Jasper stone have been recently brought to my notice. This stone is now being worked up quite extensively into paving blocks for the Chicago market, and certainly posseses qualities that cannot

be surpassed for curbing if it can be laid down in St. Paul at a reasonable cost. PAVEMENTS. After much discussion the cedar block pavement was adopted for the improvenent of several of our business streets and 5.700 lin.feet.or one and a twelfth miles were laid. The blocks used were six inches in depth, and from four to ten inches in diameter. They were laid on a board foundation, tarred on both sides, and the interstices between the blocks were filled with gravel and paving cement, then the whole surface was covered with a coating of paving cement and one inch of gravel. It makes a smooth pleasant pavement to travel over, and the experience of other cities seems to prove it the most durable of the many kinds of wooden pavements that

have been tried. A great objection to this form of pavement is the difficulty of making repairs of, or connections with, the sewer, water or gas pipes. It requires the greatest care and more skill than is usually shown to properly fill the trenches and restore the pavement, and I would suggest that an ordinance be passed requiring a written per-mission and a deposit of twenty-five dollars before any paved streat can be dis-turbed, to provide also for proper inspec-(graded or paved); is about fifty miles, of tion of the work, and upon certificate being given by the city engineer, that the pavement has been properly restored, that

the deposit should be refunded. I would recommend also that a trial be made of the granite block pavement, which although more expensive at first cost, can be laid in St. Paul at a less cost than in most western cities, on account of the close proximity of the finest granite quarries suitable for paving blocks, and on acspectors employed, and the amounts paid count of their greater durability may prove

streets of heavy traffic. The sidewalk contract has been faithfully executed by Mr. P. Berkey, the contractor. The total length of sidewalks laid was 23½ miles, requiring in construc-tion 2,003,438 feet, b. m., of lumber at a cost of \$41,505.29, or \$20.75 per thousand. The experiment of laying the cross walks by contract has been tried and 34 crossings were put down by Capt. Berkey

at a contract price of \$25.00 per thousand, or about \$17.50 each for a four-foot cross-The result has not been altogether satisfactory. There is always more or less work to be done to the street after the crossing has been constructed which cannot be estimated and paid for, except by day labor, and my own observation has convinced me that we get better results from the work of the street force. The age of wooden sidewalks on our business streets few of our public spirited citizens in putting down substantial walks in front of business property should be followed by

asphaltum walk on the north side costing 15 cents per square foot, also the stone flagging on the Wabashaw and St. Peter street sides of the same building costing 30 cents per square foot, as samples of what

The total amount expended in sewer construction during the year was \$89,-758.38, embraced in twenty-nine contracts. Cost of engineering was \$2,372.90, or 23/4 per cent. and the cost of inspection \$2,-656.75, or 3 per cent. of the total cost. Total length of the sewers built, four and twenty-eight hundredths miles; number of manholes, 116; number of catch basins, 117, and requiring in construction one and a half million of bricks. The work was under charge of Mr. A. R. Starkey, assistant engineer. Exhibits 3 and the amount and character of the work and the details of each contract. Exhibit No. 5 is a recapitulation of the amount of each kind of sewer built, and exhibit No. shows the length costructed each year since 1873, when the present sewerage system was first commenced, also the total length of the various kinds and sizes of sewers now in use.

There are now constructed seventeen miles of sewers, in good condition, under proper supervision and built in accordance

with a general system. On the completion of the Third ward sewers, now under contract, nearly all the old sandrock cess pools, built prior to 1873, will be abolished from the system and should be filled up or cut off from all communication by walling up. All houses now connecting with them should then be compelled to make proper connection with

SEWER CONNECTIONS,

One hundred and eighty-six permits have been issued during the year to make house connections with the public sewers, making a total of 650 houses now connecting with the various sewers. Plans of these connections are required and placed on

three inches thick of trap rock or granite | In this connection I would call your at-

of H. H. Fuller, assistant engineer; and a detailed statement of the cost and character of these improvements will be found in

> those now building, and permanent walks should be required on streets like Third street, from Wabashaw to Sibley. I would call attention to the Portland cement walk on the south side of the Market house on Seventh street, costing 25c per square foot, and of the

can be done at a reasonable expense. SEWERS.